



RESOLUTION #2408

SUBJECT: Endorsement of the Bus Transformation Project Vision, Goals, and Strategy

WHEREAS: Buses are an integral part of the National Capital Region's transportation network, connecting more than 524,000 homes and two million jobs within a quarter mile of bus stops within Northern Virginia;

WHEREAS: The Northern Virginia Transportation Commission (NVTC) recognizes that bus service provides an affordable mobility option and plays a key role in reducing roadway congestion, increasing connections between residents, jobs, education, healthcare, and other opportunities, and supporting regional prosperity;

WHEREAS: NVTC and its jurisdictions have a financial responsibility for the operations of the Washington Metropolitan Area Transit Authority (WMATA) as well as local transit services;

WHEREAS: Under the leadership of NVTC, Northern Virginia's transit providers and WMATA actively coordinate advancements in bus transit service through operational analysis and planning, mitigation response, marketing and outreach, technology investments, and project implementation;

WHEREAS: NVTC believes strongly that investments in the region's bus network be done in a financially responsible way that can best balance the needs of the public with available resources;

WHEREAS: NVTC's jurisdictions actively leverage federal, state, regional, and local funding to support major bus transit capital improvements such as bus rapid transit (BRT) implementation, major farebox and fare technology upgrades, transit signal prioritization, and bus maintenance facility construction;

WHEREAS: In September 2018 WMATA launched the Bus Transformation Project with a vision that "buses will be the mode of choice on the region's roads by 2030, serving as the backbone of a strong and inclusive regional mobility system that will support a growing and sustainable economy."

WHEREAS: The Bus Transformation Project set out the five following goals to guide the transformation of bus across the District of Columbia, State of Maryland and Commonwealth of Virginia:

- 1) Regional Connectivity: Provide reliable on-street transit options that efficiently connect people to places and improve mobility.
- 2) Rider Experience: Ensure a convenient, easy-to-use, user-centered travel choice.
- 3) Financial Stewardship: Maintain a transit mode that is financially sustainable in the long term.
- 4) Sustainability: Encourage vibrant, economically thriving and sustainable communities.
- 5) Equity: Create a bus system that is affordable and equitable.

WHEREAS: Staff representatives from NVTC and its jurisdictions engaged with the Bus Transformation Project effort through a Technical Team and Strategy Advisory Group;

WHEREAS: In September 2019 the Bus Transformation Project released the Bus Transformation Strategy with the following recommendations:

- 1) Provide frequent and convenient bus service that connects communities and promotes housing affordability, regional equity, and economic growth;
- 2) Give buses priority on roadways to move more people quickly and reliably;

- 3) Create an excellent customer experience to retain and increase ridership; and
- 4) Empower a publicly appointed Task Force to transform bus and lead the implementation of a truly integrated regional system.

WHEREAS: In October 2019 NVTC submitted comments to the Bus Transformation Project team indicating strong support for Bus Transformation Strategy recommendations 1) through 3);

WHEREAS: In its October 2019 comments, NVTC voiced opposition to the composition of the task force noted in recommendation 4) as it did not include local transit providers nor the local jurisdictions who fund the bus systems (including Metrobus); and

WHEREAS: On January 16, 2020 the WMATA Board endorsed (Resolution #2020-01) the Bus Transformation Strategy recommendations 1) through 3), noting that in lieu of support for recommendation 4), the WMATA Board directs WMATA staff to engage with jurisdictions and local bus service providers to develop an action plan that considers the Bus Transformation Strategy with the goal of implementing said recommendations to the extent feasible and financially prudent.

NOW, THEREFORE, BE IT RESOLVED that, with the proposed actions by WMATA to include jurisdictions and local transit providers in the implementation of the Bus Transformation Study action plan, the Northern Virginia Transportation Commission endorses the vision, goals, and strategies of the Bus Transformation Project.

BE IT FURTHER RESOLVED that NVTC's endorsement of the Bus Transformation Project is conditioned on the direct representation by NVTC jurisdictional and local transit providers on any implementation task force.

BE IT FURTHER RESOLVED that NVTC supports leveraging the expertise of its staff to facilitate and support efforts to implement the Bus Transformation Project Strategy recommendations in Northern Virginia and for WMATA and the project team to periodically provide updates to the Commission on the status of the Action Plan.

BE IT FURTHER RESOLVED that NVTC encourages WMATA to incorporate the Bus Transformation Project's Strategy recommendations, where consistent with WMATA Board endorsement, into policy and in regional coordination activities.

BE IT FURTHER RESOLVED that the adoption of this resolution does not constitute a commitment by NVTC or its jurisdictions to fund or implement specific actions in the Bus Transformation Project, as implementation is subject to jurisdictional budgetary constraints, WMATA's annual budgets, and local and regional board actions.

Approved this 5th day of March 2020.



Jeffrey C. McKay
Secretary-Treasurer



Katie Cristol
Chair

PRESENTED AND ADOPTED: January 16, 2020

SUBJECT: ENDORSEMENT OF BUS TRANSFORMATION STRATEGY

2020-01

**RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, Pursuant to Compact Section 9(b) and Board Bylaws Article II.1, the Board is primarily responsible for policy, financial direction, oversight, and WMATA's relationships with its customers, jurisdictional partners, and signatories; and

WHEREAS, The Washington, D.C. area relies on an integrated transportation network, in which buses play an essential role as the most efficient mode of surface transportation, reducing roadway congestion, providing the most affordable mobility option, extending the reach of transit into communities across the region, and connecting residents with jobs, education, healthcare, and is fundamental to the region's prosperity; and

WHEREAS, Over 620,000 trips on local buses are taken every weekday, and 81 percent of residents live within a quarter-mile of a bus stop; and

WHEREAS, Bus providers are contending with significant challenges as bus speeds are declining, ridership has fallen, and, the world of transportation is innovating rapidly, and our region's bus system has not kept pace; and

WHEREAS, Metrobus is one major component of the Washington area regional bus network, which consists of local bus services operated independently by Municipalities, Counties, States, other Regional Agencies and private providers, and

WHEREAS, Metrobus ridership has declined by 13 percent during the period 2012 through 2017, and

WHEREAS, The quality of bus service is a shared responsibility of bus service providers, departments of transportation who own and operate streets and curbs and enforce use regulations for these amenities, and funding partners ("Responsible Parties") and these Responsible Parties must work together to create a regional system that meets customer needs; and

WHEREAS, A steering committee of regional civic and business leaders led a project on behalf of the region, with the ambitious vision that buses will be the transportation mode

**Motioned by Mr. Goldman, seconded by Ms. Gidigbi
Ayes: 8- Mr. Smedberg, Ms. Gidigbi, Mr. Goldman, Mr. Rouse, Mr. Letourneau, Mr. Bulger, Mr. Slater and Mr. McMillin**

of choice on the region's roads in the future, serving as the backbone of a strong and inclusive regional mobility system (the "Bus Transformation Project"); and

WHEREAS, Civic and business leaders from across the region exchanged views on the vision and strategy to transform bus in the region and sought involvement of regional political leaders to act now; and

WHEREAS, The Bus Transformation Project benefits from more than a year of outreach to nearly 9,000 citizens and 140 leaders from jurisdictions, bus providers, businesses, community organizations, disability advocates, labor and other stakeholders, provides a Strategy that outlines recommendations and the direction to transform the region's bus system, and develops a ten-year Action Plan with implementation steps to gain momentum over time; and

WHEREAS, The region's residents and civic and advocacy groups clearly indicated their desire for a fast, frequent, reliable, and affordable bus system that feels unified across the region; and

WHEREAS, The Bus Transformation Strategy includes key recommendations to: provide frequent and convenient bus service, give buses priority on roadways, create an excellent customer experience, and establish ongoing stewardship to transform bus regionally, while enabling local action;

NOW, THEREFORE, be it

RESOLVED, That the Board believes strongly in investing in the region's bus network in a financially responsible way to improve mobility, reduce congestion, promote regional competitiveness, promote a more livable region, and fight climate change; and be it

RESOLVED, That the Board in broad terms endorses the vision, goals, and the high level strategy recommendations of the Bus Transformation Project to (1) Provide frequent and convenient bus service that connects communities, (2) give buses priority on roadways to move people quickly and reliably, and (3) create an excellent customer experience to retain and increase ridership, putting aside for the time being the recommendation of a Task Force to lead the implementation phase, as the direction required to transform bus in the region, recognizing that capital and operating impacts on local providers will have to be determined, evaluated and agreed upon before specific funding commitments, projects, and agreements are secured from the Responsible Parties and through the WMATA's annual budget process; and be it

RESOLVED, That the Board directs WMATA staff to engage with Jurisdictions and local bus service providers to develop an action plan that considers the recommendations of the BTP report with the goal of implementing said recommendations to the extent feasible and financially prudent; and be it

RESOLVED, That in this regard the Board urges that favorable consideration for early implementation be given to the following recommendations of the BTP if financially feasible:

(1) Update WMATA's Metrobus service guidelines; (2) Study the restructuring of the Metrobus network to create an efficient and customer-focused network; (3) Support implementation of bus priority projects such as bus-only lanes and bus rapid transit (BRT) within WMATA's role as a service provider and facilitate the study of bus priority projects by lending expertise to Jurisdictions and Responsible Parties actively implementing and funding such projects; (4) Provide free transfers between Metrobus and Metrorail and local bus service providers where supported by jurisdictions and within funding constraints; (5) Create and implement a mobile app solution for Metrorail, Metrobus and local bus service provider customers to plan and pay for trips in one place; (6) Develop regional passes that work across all providers (7) Test and evaluate zero emission, including electric buses to add to the bus fleet; (8) Provide jurisdictionally funded fare buy down options for low-income riders; and (9) Incorporate major Metrobus and regional provider bus routes in the Metrorail System Map wherever displayed; and be it

RESOLVED, That the Board directs WMATA staff to continue to coordinate service with locally provided bus service and Responsible Parties to respond to customer demand and create a bus network that works within the realities of the complex funding and governance structure in the Metropolitan Washington region, while advancing a system that is customer-focused and feels unified to the public; and be it

RESOLVED, That the Board directs WMATA staff to work with other Responsible Parties and regional bus service providers to improve fare system integration and to offer more convenient and flexible seamless trip planning and payment options in the context of the complex financial arrangements for bus service in the Metropolitan Washington region; and such work should address the fiscal impacts to other providers associated with these programs; and be it

RESOLVED, That the Board recognizes that giving buses priority on roadways is essential to providing fast and reliable bus service and encourages Responsible Parties to find opportunities to move quickly from planning to implementation of bus priority measures, including bus rapid transit (BRT) where practical; and be it


RESOLVED, That the Board adopts those recommendations as specified in the prior Resolved Paragraphs as guidance to staff in drafting relevant policies such as Metrobus service standards and future potential recommended changes to Metrobus service definitions, as a means to create an excellent customer experience and encourages collaboration among all Responsible Parties on these expeditiously; and be it

RESOLVED, That the Board encourages Responsible Parties to incorporate the Bus Transformation Strategy's recommendations, where feasible, into their local planning and funding activities to ensure progress on transforming the region's bus network;

RESOLVED, That the Board directs staff consistent with the prior Resolved Paragraphs to update applicable budgeting and planning documents to incorporate the Bus Transformation Strategy and recommendations to be given favorable consideration for early implementation; and be it further,

RESOLVED, That the Board will seek specific ways to support implementation of the strategy at WMATA including through the annual budget process, the capital improvement program and the adoption of relevant policies; and be it finally,

RESOLVED, That this Resolution shall be effective 30 days after adoption in accordance with Compact Section 8(b).



Paul Smedberg
Chair

WMATA File Structure Nos.:
6.6.4 Bus Route and Service Planning